

## APS NOTES

- I. PUSH BUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- 2. THE IO'SEPARATION BETWEEN PUSH BUTTONS IS TO BE MEASURED FROM FACE OF PUSH BUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- 3. PUSH BUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- 4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSH BUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- 5. APS WILL FUNCTION AS FOLLOWS:
- TO CROSS ANNAPOLIS RD

  A. WHEN A PEDESTRIAN LOCATES AND PRESSES THE PUSHBUTTON

  FOR AN EXTENDED TIME, THE PUSHBUTTON UNIT WILL ANNOUNCE

  THE FOLLOWING MESSAGE:

  "WAIT TO CROSS ANNAPOLIS ROAD."

  B. WHEN THE "WALK" PHASE BEGINS, THE MESSAGE WILL BE A

  RAPID TICK, WHICH WILL LAST FOR THE DURATION OF THE "WALK" PHASE.
- TO CROSS SCHOOL ENTRANCE

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  FOR AN EXTENDED TIME, THE PUSHBUTTON UNIT WILL ANNOUNCE
  THE FOLLOWING MESSAGE:
  "WAIT TO CROSS SCHOOL ENTRANCE."
  B. WHEN THE "WALK" PHASE BEGINS, THE MESSAGE WILL BE A RAPID
  TICK, WHICH WILL LAST FOR THE DURATION OF THE "WALK" PHASE.
- 6. ALL TRUNCATED DOMES (ON DETECTABLE WARNING SURFACES) ARE TO BE INSTALLED TO ALIGN WITH THE CROSSWALK.

## GEOMETRIC CONSTRUCTION DETAILS:

- A. INSTALL PERPENDICULAR SIDEWALK RAMP (STANDARD NO. MD 655.II)
  WITH DETECTABLE WARNING SURFACE (STANDARD NO. MD 655.40)
  B. INSTALL COMBINATION SIDEWALK RAMP (STANDARD NO. MD 655.I2)
  WITH DETECTABLE WARNING SURFACE (STANDARD NO. MD 655.40)
  C. INSTALL DEPRESSED STANDARD TYPE A COMBINATION CURB AND
  GUTTER (STANDARD NO. MD 620.02).
  D. REMOVE EXISTING RAMP AND BRICK AND REPLACE WITH SEED AND MULCH.
  E. INSTALL STANDARD TYPE A CURB (STANDARD NO. MD 620.02).
  F. INSTALL STANDARD TYPE A CATCH-UP CURB (STANDARD NO. MD 620.02).
  G. INSTALL CUT-THROUGH FLAT AREA WITH DETECTABLE WARNING SURFACE.
- H. TIE TO EXISTING CURB AT JOINT.

  J. RECONSTRUCT MEDIAN NOSE AND INSTALL STANDARD TYPE A CURB AND GUTTER. REINSTALL DECORATIVE BRICKS AS SHOWN.

  K. INSTALL CONCRETE SIDEWALK AND TIE TO EXISTING SIDEWALK.

TOD NO:XX427-07 SHA NO:PG756A52/B52 MD 450@BOWIE H.S. ENTRANCE

SKA

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

FITRANCE TO ROWIE HIGH

MD 450 @ ENTRANCE TO BOWIE HIGH SCHOOL TRAFFIC SIGNAL MODIFICATION BOWIE, MD

GEOMETRIC PLAN SHEET

 SCALE
 1" = 10'
 ADVERTISED DATE
 6/2009
 CONTRACT NO.
 XX4275185

 DESIGNED BY
 COUNTY
 PRINCE GEORGE'S

 DRAWN BY
 D.T.
 LOGMILE
 16045011.69 \cdots

 CHECKED BY
 J.B.
 TIMS NO.
 J734

 F.A.P. NO.
 TOD NO.
 TOD NO.

TS NO. 4406B DRAWING — OF SHEET NO. 2 OF 3

BRUDIS & ASSOCIATES, INC.

Consulting Engineers

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